



WELCOME

What Did We Hear?

Background Information

The Department of Transportation introduced a potential redesign of the Potomac Street cycle track to the Canton Community on August 8th. The public comment period was opened on August 9th at noon and concluded on September 7th at midnight. The following 30 days of comments have been organized into categories that were mentioned in the resident’s email or letter.



560
Total Emails
and Letters

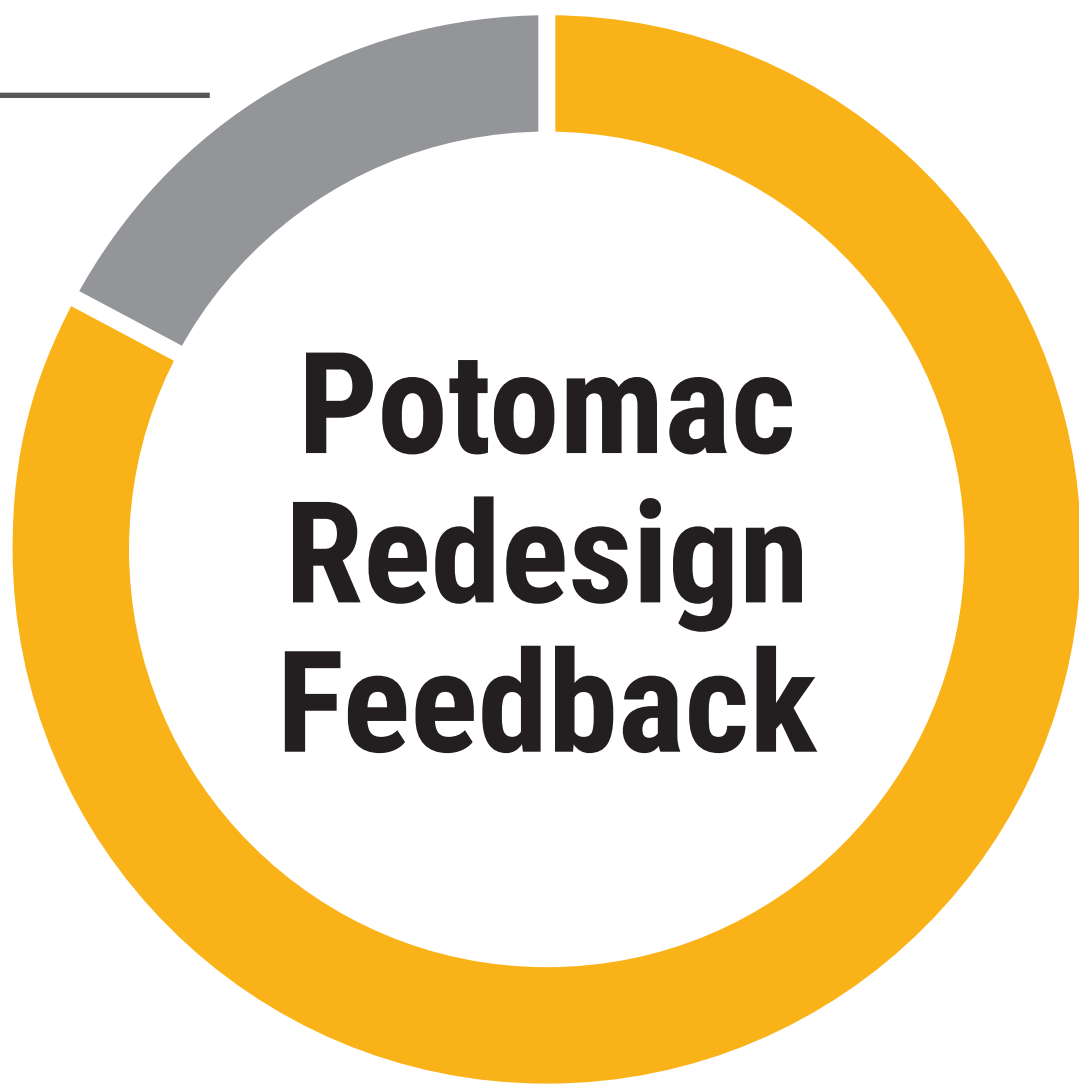


Comment Data

The following 30 days of comments have been organized into ‘Support’ or ‘Oppose’ classifications and then into categories that were mentioned in the resident’s email or letter. Please note that the category number is higher than the amount of total feedback because many emails and letters contained multiple comments.



113
17%
Oppose



447
83%
Support



WELCOME

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Comment Results

Station 1

Design

- 447 Supports all ages and abilities protected redesign
- 261 Supports expanding bike infrastructure (complete streets/ environment/multi-modal improvements)
- 18 bike traffic hasn't increased since implemented
- 16 Redesign is against NACTO/ AASHTO/Bike Master Plan
- 12 Consider non-protected design (contraflow bike lane and sharrows)
- 9 Redesign is a safety hazard for bikes (two-way vs one-way)
- 8 Consider a one-way bike lane design (contraflow bike lane is dangerous)
- 9 Remove bike lane completely and return to original layout
- 3 Unsafe redesign for pedestrians (need to look for bikes and cars)
- 2 Redesign will block driveways
- 1 Travel lane is too narrow

Station 2

Parking and ADA Compliance

- 75 Parking loss
- 51 ADA/Handicap Permit Concerns (crossing street and losing handicap permit spot)
- 10 Parking access concerns (tough to park or spaces are too narrow/hard to load kids into carseat)
- 10 Lack of parking is a safety concern (parking farther away, more at risk for robbery)
- 5 Deliver/moving truck temporary parking concerns

Station 3

Fire/EMS

- 16 Fire/EMS access concerns

Station 4

Behavior

- 14 Witnessed poor bicyclist behavior (no helmets/ group riding/traffic violations)
- 2 Difficult to see bicyclists when making right turns

Other

MAINTENANCE

- 3 Concerned about maintenance and debris in the bike lane
- 6 Weather (winter riding/snow plowing)

PHASE II DESIGN (STORMWATER & LANDSCAPING)

- 5 Requests stormwater management plans as part of Phase II
- 6 Improve landscaping as part of project

MINOR / MISC

- 10 Redesign violates historic designation
- 7 Ugly materials that reduce home value (flex posts)
- 5 Redesign ruins view of the harbor
- 2 Add angle parking on Ellwood to increase neighborhood parking options

Why is this Design Proposed?

DOT and the City of Baltimore are committed to renewing our infrastructure; diversifying our modes of travel; investing in complete streets; traffic calming, multi-modal, safe travel for all; updating the footprint on the environment.

To improve the safety of people on bikes, pedestrians, and motorists.

Safely decrease high risk behaviors in this residential neighborhood by eliminating a travel lane and installing reverse-angle parking.

To ensure all ages and abilities can bike along this street.

To strike a balance between needs for emergency vehicle access and meeting national design guidance for this type of bicycle facility.

Two-way bikeway width of 8', given the constraints of this street.

Buffer is 3' wide for 7 blocks and delineated by a striped line with flex posts on 3 blocks with the most constrained conditions.

What does the Research Say about Separated Bike Lanes?

Separated bike lanes improve safety for all roadway users.^{1,2,3}

Motorists and bicyclists prefer separated bike lanes over shared lanes (with no separation) or conventional bike lanes.^{4,5,6}

Women express a preference for separated bike lanes over shared lanes or conventional bike lanes.^{7,8,9}

Separated bike lanes attract more people to bicycling.^{10,11,12}

- 1 Pucher, J., and Buehler, R. (2012). Promoting Safe Walking and Cycling: Lessons from Europe and North America. (Presentation to Harvard Graduate School of Design, 17 Oct 2012). Retrieved from http://tram.mcgill.ca/Teaching/seminar/presentations/Pucher_talk_McGill_comp.pdf. Also Pucher, J., & Buehler, R. (2012). City Cycling. Cambridge, MA: MIT Press.
- 2 Thomas, B., & DeRobertis, M. (2013). The safety of urban cycle tracks: A review of the literature. Accident Analysis & Prevention, 52, 219-227.
- 3 NYCDOT (2011). Prospect Park West: Bicycle Path and Traffic Calming Update. (Presentation, 20 Jan 2011). Retrieved from http://www.nyc.gov/html/dot/downloads/pdf/2012_ppw_trb2012.pdf.
- 4 Sanders, R. (2013). Examining the Cycle: How Perceived and Actual Bicycling Risk Influence Cycling Frequency, Roadway Design Preferences, and Support for Cycling Among Bay Area Residents, University of California, Berkeley, Berkeley, CA, 218 pp.
- 5 McNeil N., Monsere C., Dill J. (2014). The Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists. Transportation Research Board, 15-3701.
- 6 Monsere, C.M., Dill, J., McNeil, N., et al. (2014). Lessons from the Green Lanes: evaluating protected bike lanes in the U.S. National Institute for Transportation and Communities, report no. NITC-RR-583, Portland, OR.

- 7 Garrard, J., Handy, S., & Dill, J. (2012) Women and Cycling, in Pucher, J., & Buehler, R. (eds.), City Cycling. Cambridge MA: MIT Press.
- 8 Monsere, C. M., McNeil, N., & Dill, J. (2012). Multiuser perspectives on separated, on-street bicycle infrastructure. Transportation Research Record: Journal of the Transportation Research Board, 2314(1), 22-30.
- 9 Winters, M., & Teschke, K. (2010). Route preferences among adults in the near market for bicycling: Findings of the cycling in cities study. American Journal of Health Promotion, 25(1), 40-47.
- 10 ITE Pedestrian and Bicycle Council. (2013). Separated Bikeways. Institute of Transportation Engineers.
- 11 Parks J., Ryus P., Tanaka A., Monsere C., McNeil M., Dill J., Schultheiss W. (2012). District Department of Transportation Bicycle Facility Evaluation. Project No. 11404. Retrieved from <http://ddot.dc.gov/node/477212>.
- 12 NYCDOT (2011). Prospect Park West: Bicycle Path and Traffic Calming Update. (Presentation, 20 Jan 2011). Retrieved from http://www.nyc.gov/html/dot/downloads/pdf/2012_ppw_trb2012.pdf.

STATION ONE

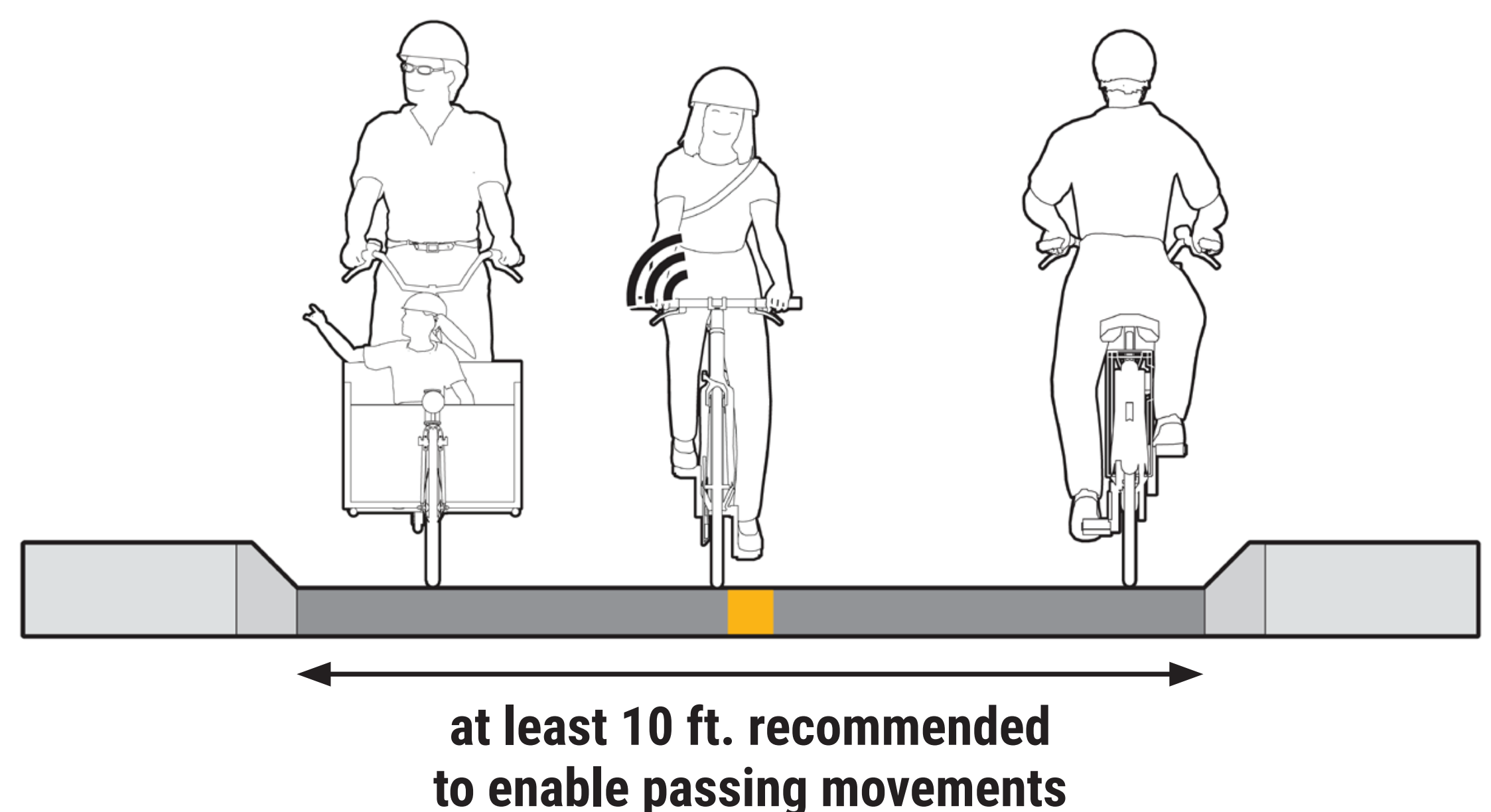
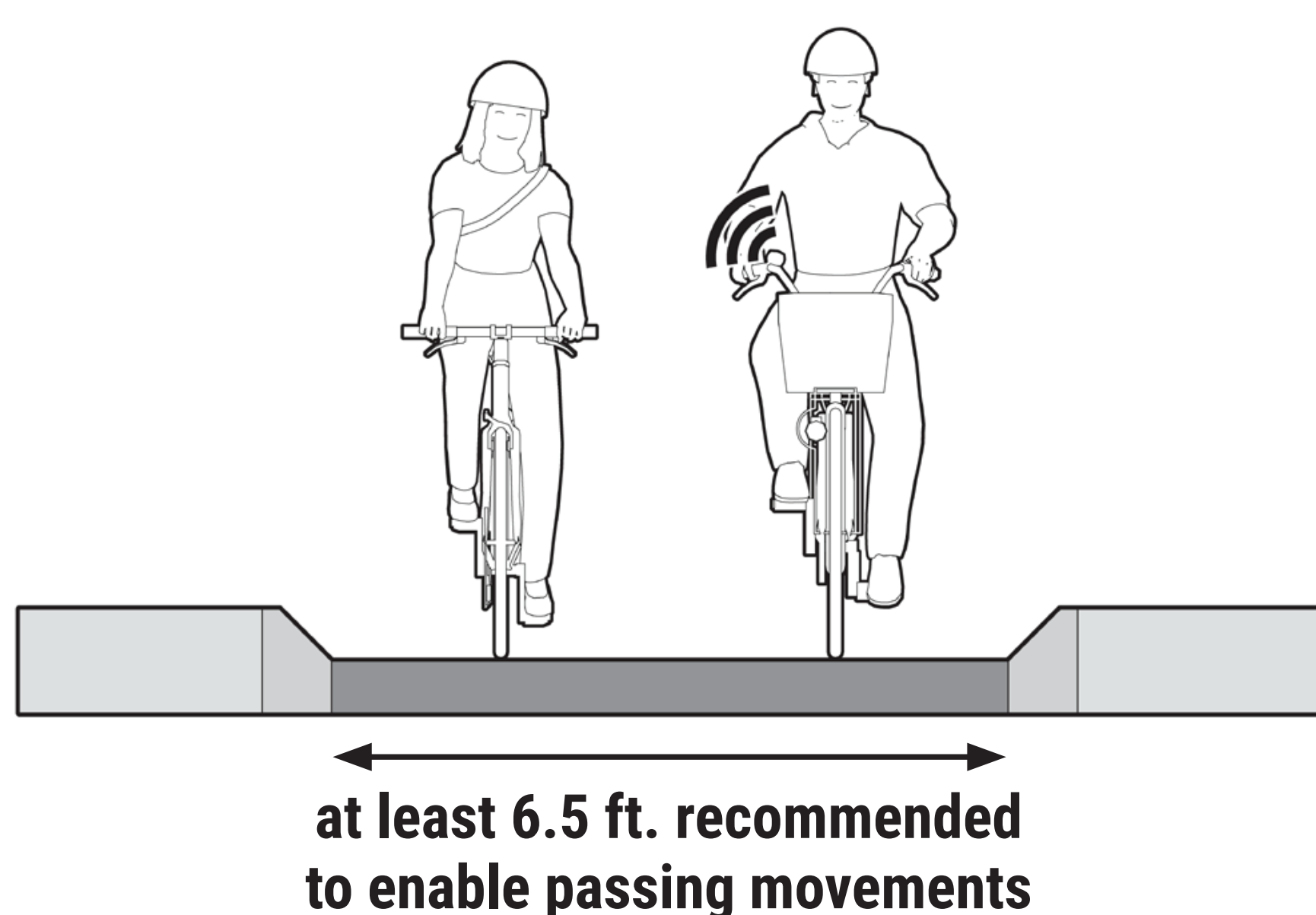
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Design of Separated Bike Lanes

“A [protected or] separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.”

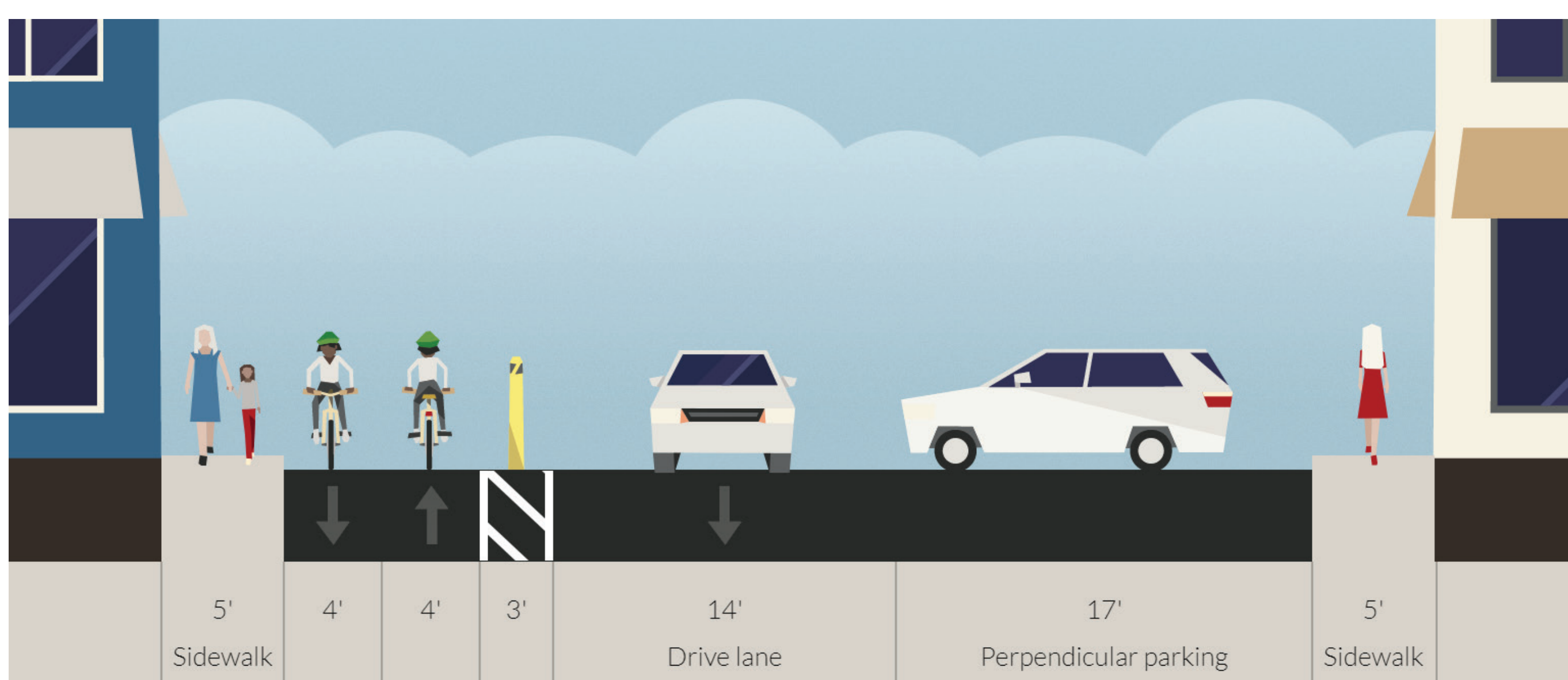
— Federal Highway Administration (FHWA) Separated Bike Lane Design Guide, 2015

Separated Bike Lane Widths for Two-way Operation



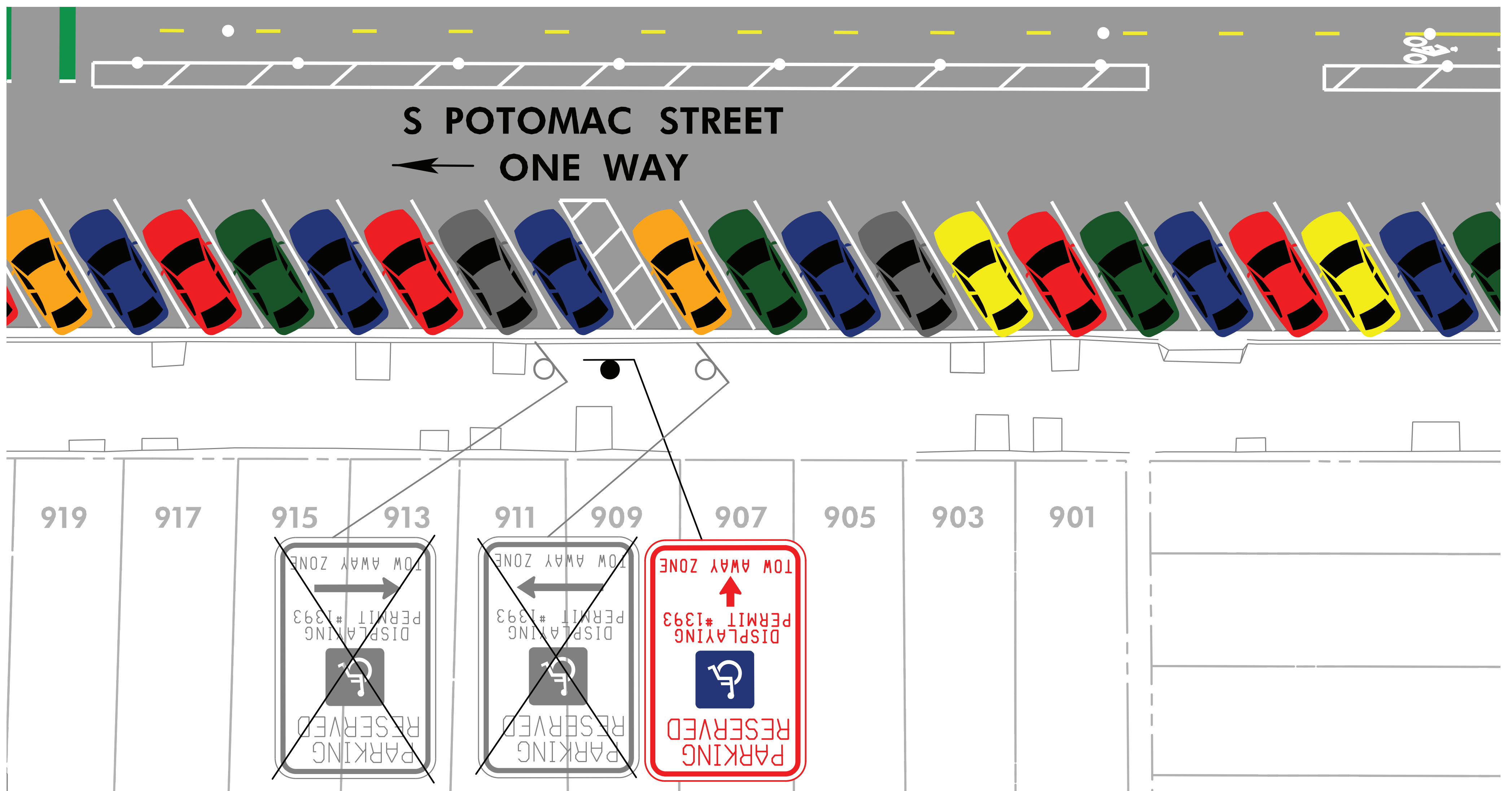
Credit: MassDOT Separated Bike Lane Planning & Design Guide

Potomac St. 42' Cross Section



Given the constrained conditions on Potomac Street and the need to accommodate emergency vehicle access, the two-way bike lane zone will be 8' wide, with a 3' wide buffer for the majority of the length of the project. The City's bikeway design experts have indicated that this width is acceptable in constrained conditions.

How will Parking be Handled?



This design converts parallel parking to back-in angled parking to maximize parking on the street and reduces travel lane width to assist with the reduction of high risk behavior.

Total net loss of parking spaces is negligible compared to original design

The design ensures there are designated handicap parking spaces signed and marked to provide close access to residents with handicap parking permits.



STATION THREE

3

Fire/EMS Access to Potomac Street

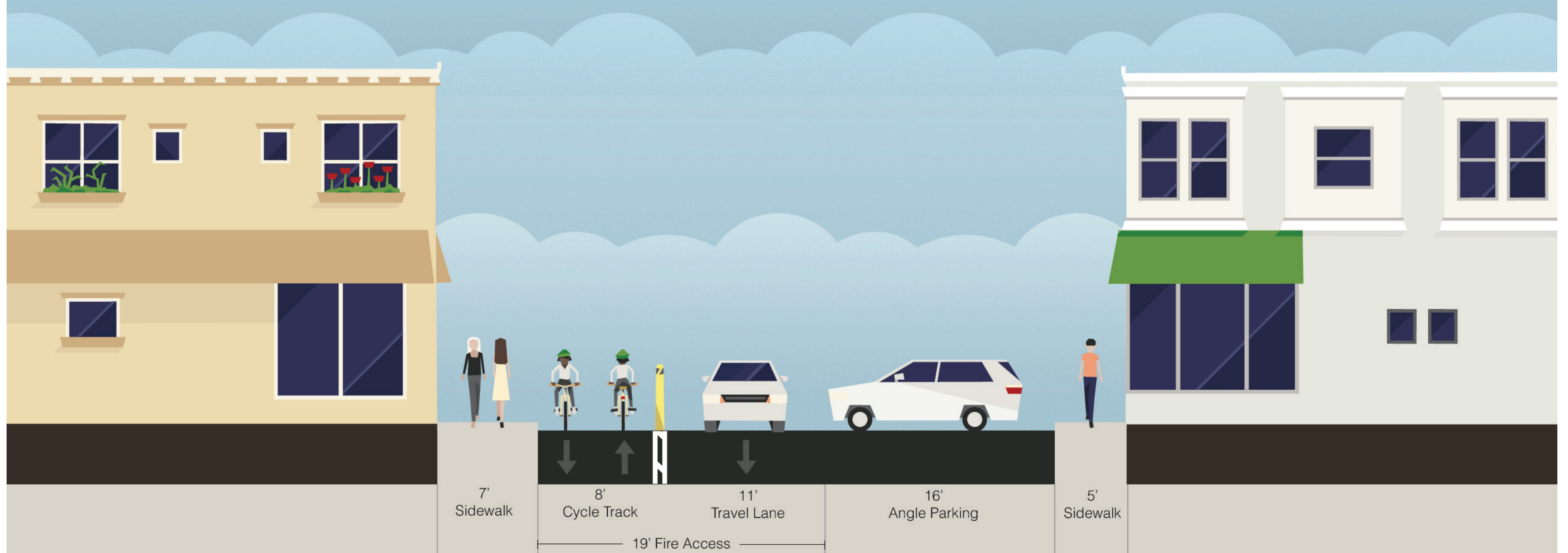
The Fire Department has granted an exception to the Fire Code on Potomac Avenue between Fait and Eastern Avenues which is allowing for a 19 foot road width for access and egress of fire apparatus.

This exception is specific to this location and is being granted based on safety and operational considerations.

Fire and emergency apparatus require adequate space for access and egress and for emergency operations. This includes but is not limited to deploying equipment, extending fire truck outriggers, patient care, fire suppression, fire rescue, and accessing hydrants.

Revised 19' Cross Section

Potomac Street (Fait–Eastern)



How Can We Improve Behaviors of all Users Along Potomac Street?

With a new configuration, there is an expected learning curve.
People should respect people.



People who bike must follow the rules of the road and stop at intersections, and yield to pedestrians in crosswalks.



Pedestrians and people who bike should be aware of their surroundings and counterparts.



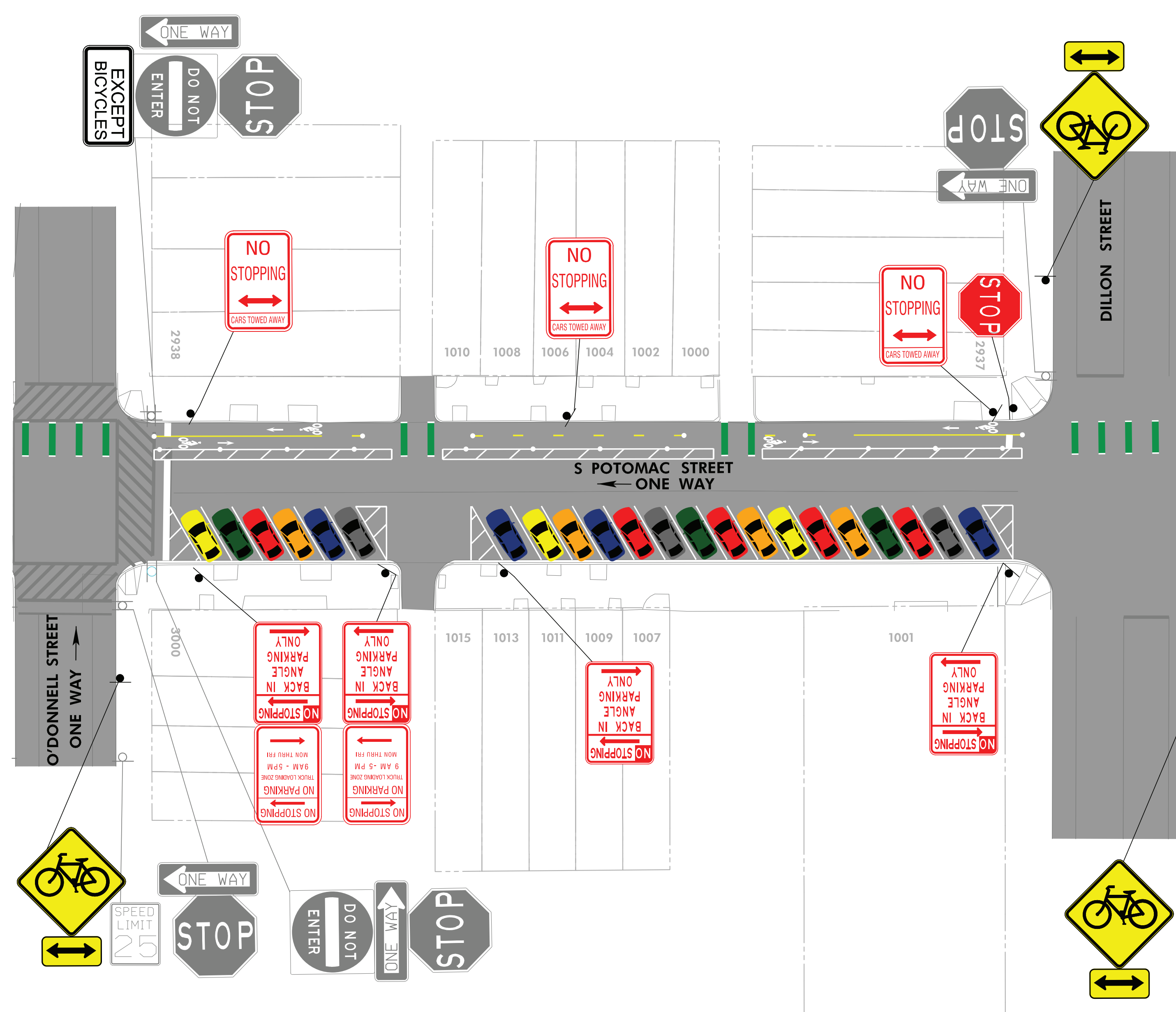
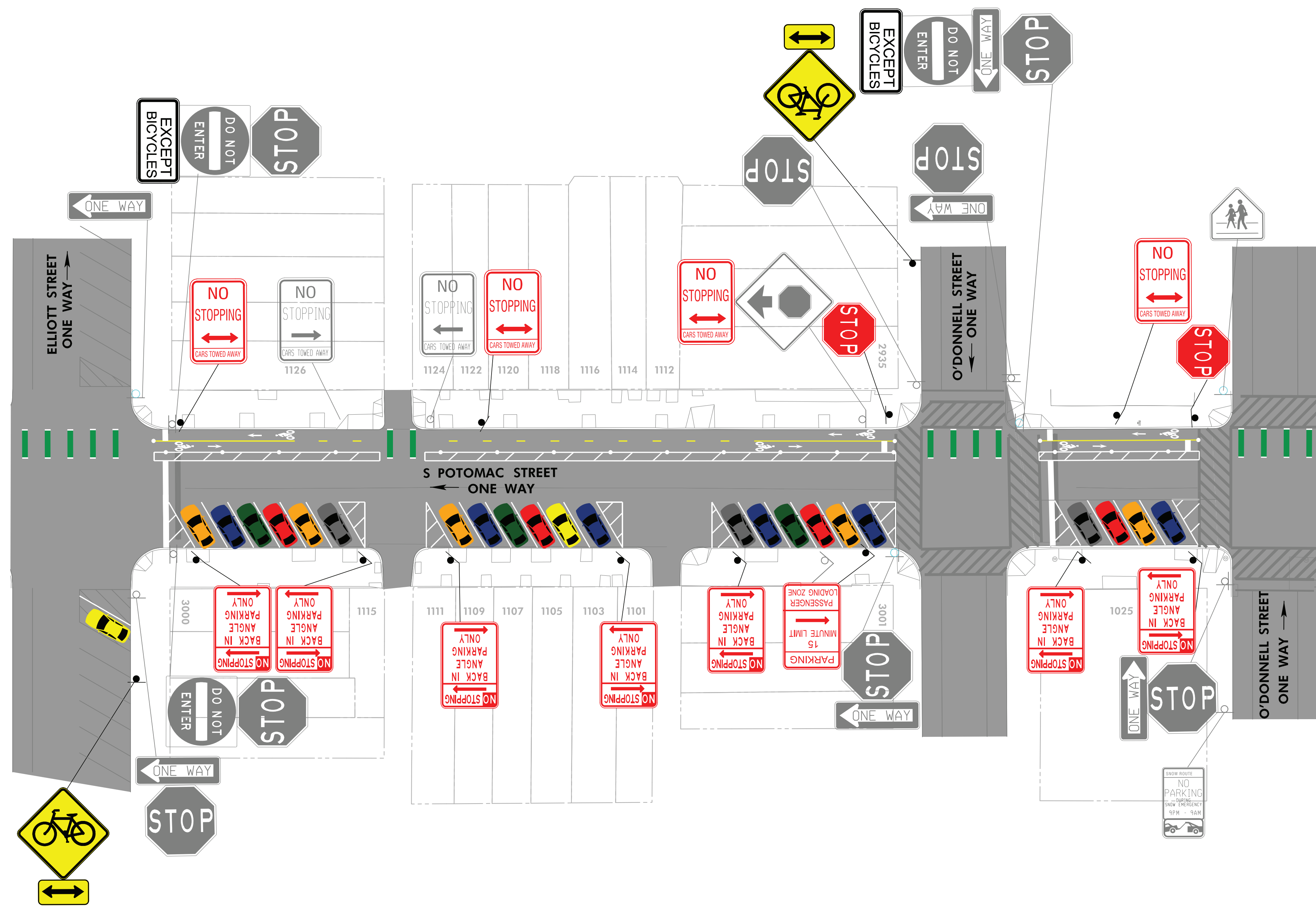
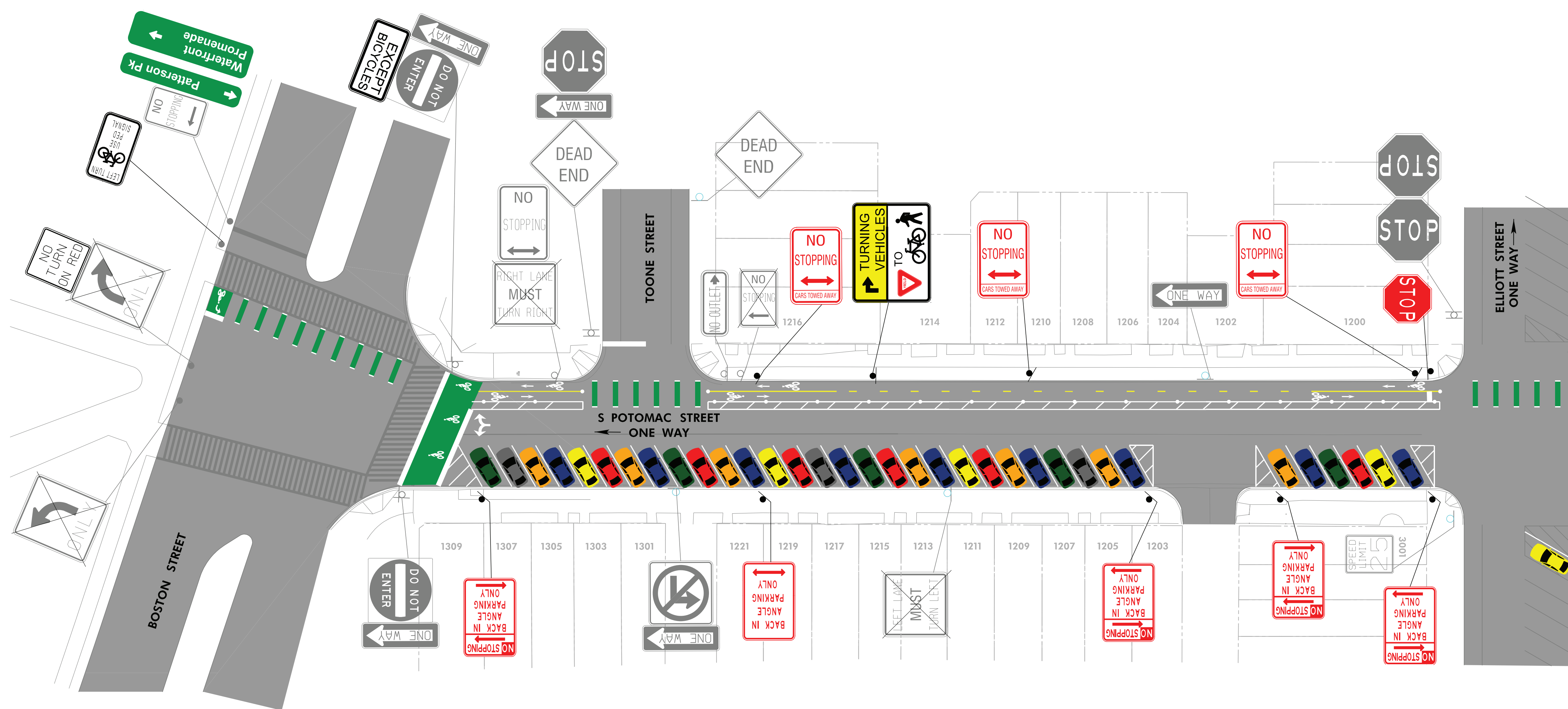
It is imperative that motorists park all the way back against the curb in the parking lane, and slow down and watch for pedestrians and bicyclists along this street.



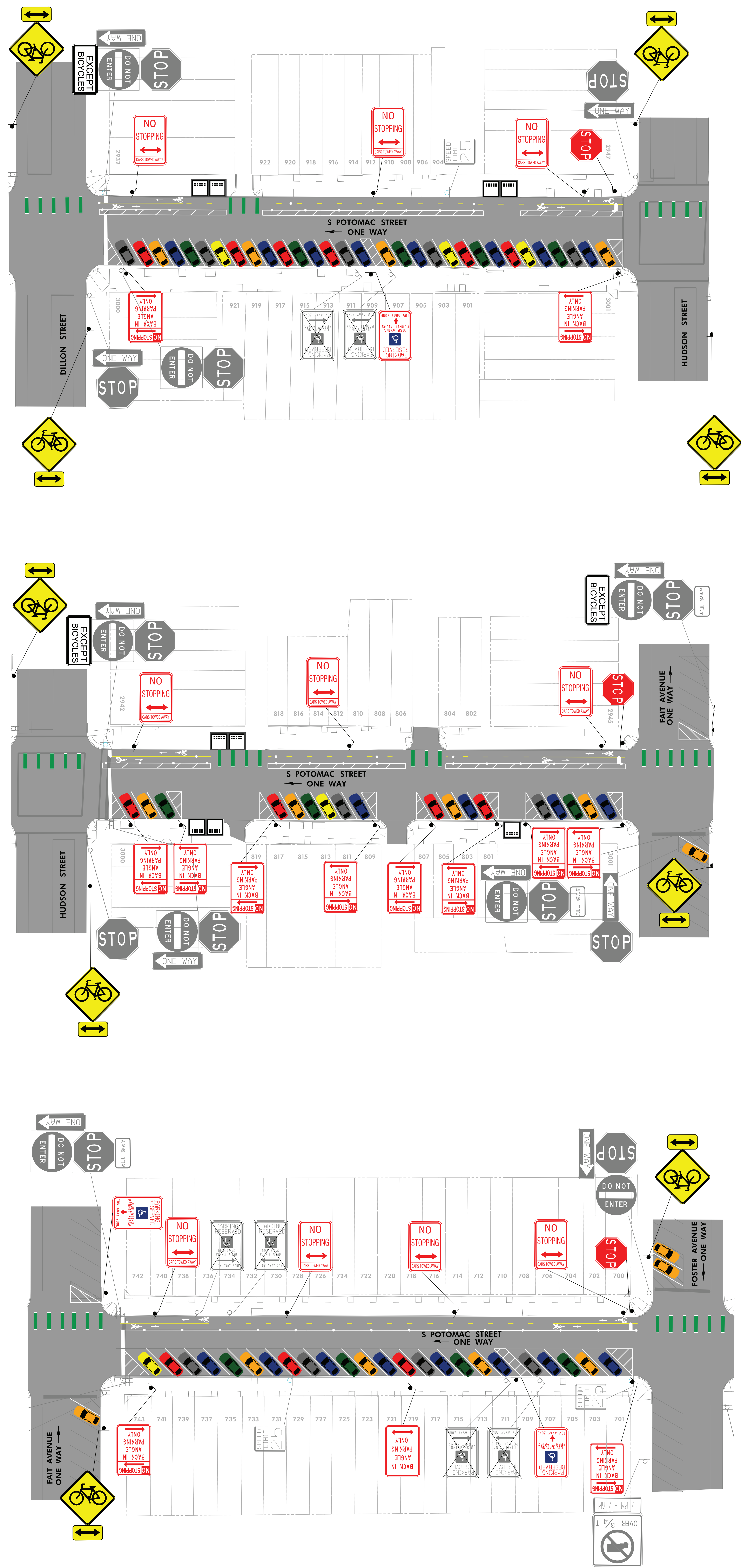
NEXT STEPS

Thank You for Coming!

- » Provide plans to Maryland Historical Trust (MHT) for review and approval
- » Provide plans to contractor and establish project schedule
- » Contractor begins notification of project schedule to community
- » Project begins
- » Project ends



POTOMAC STREET REDESIGN



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